

Minnesota Transportation Museum

MINNEGAZETTE

Summer 1995



COAST TO COAST

TWIN CITIES ST. PETER FAIRMONT
MANKATO

213 NORTHLAND GREYHOUND LINES MINNESOTA

MISSA
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1934

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Official Publication of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

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SUBMISSIONS

The *Minnegazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha restoration in Excelsior.

MEMBERSHIPS

Individual	\$ 25	Family	\$ 30
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THANK YOU FOR YOUR GENEROSITY

- To the unprecedented number of donors to the Steamboat Fund (see pages 16-17).
- To **Art Pew**, for his third donation of Oryx Energy stock. This donation was valued at \$201,506 toward the Jackson Street mortgage principal.
- To the **Onan Family Foundations**, for its \$3500 grant to the Traction Fund.
- To **Interstate Diesel** for donating pistons, cylinder liners and head gaskets for TCRT bus #1399.
- To **Jim Kreuzberger, Louis Hoffman, De Smith Lindeen, Charles McCarthy, Lyndon & Ruth Benson, Frederic & Virginia Oakland, Dewey Hassig, Debbie Beers and Russell Olson** for their donations to the Traction Fund.
- To **Ed Magnuson** for donating railroad books and videos.
- To **Burlington Northern** for donating a former Great Northern steel caboose.
- To **The Walker Group** for its donation to the general fund.
- To **Steam Operations Corporation** for its donation to the railroad fund.
- To **Norman Podas** for donating magazines for the museum archives and for resale.
- To **Rosemarie McDonald** for donating Como-Harriet greeting cards.

OBITUARY

Ralph Thorson died. The former Soo Line Roadmaster worked on what is now the O&StCV Ry in the late 1950's. His recollections were featured in the Winter 1993 *Minnegazette* and in the booklet "Whistling Down the Valley".

CORRECTIONS & NEW INFO

More on the inside front cover showing the crowd at Minnehaha Falls Park. The occasion is the visit of Sweden's Crown Prince Gustav Adolf and Crown Princess Louise on July 18, 1938. Presumably they are the well dressed couple examining the "living flag".

The Railroad Division ISTE grant to rebuild the four passenger cars is scheduled for 1999, not 1997 as originally reported. And there are still several approvals pending before the money is assured.

Our Milwaukee Road branch line combine is #M405, not M408 as reported.

BOARD OF TRUSTEES

April 1995

The Board did not meet.

May 1995

-Approved 1995 budgets for the Traction, Railroad, Steamboat, General and Board of Trustees Funds (MTM's fiscal year runs June 1 - May 31).

-Approved the Traction Division Long Range Plan and Collections Policy.

June 1995

-Dealt with a member misconduct issue, and mandated the reissue of the Member Conduct Code with this *Minnegazette*.

Front cover: The federal government sent photographer John Vachon to the Twin Cities in 1939 as part of a project to document American life. He took a number of pictures among the grain elevators of South East Minneapolis. Here two Chicago Great Western switchers simmer away a summer afternoon. Library of Congress collection.

Inside front cover: Believe it or not, this handsome Northland Greyhound bus was built at the Minnetonka Boat Works in Wayzata. For more on the Boat Works, see page 18. Wayzata Historical Society collection.

CHAIRMAN'S COLUMN

-John Diers

The Member Conduct Code and why we need it

MTM first adopted a Member Conduct Code in 1989 in response to a period of internal conflict. Recently there was an incident between two members that underscored why such a document is needed. Many members haven't seen a copy, so the Board directed that it be distributed with this issue.

Why do we need a Conduct Code? We need it to deal with divisive and abusive behavior, which volunteer organizations seem to produce as an inevitable byproduct, like nuclear waste. Why is that?

Aaron Isaacs says we should view relations among volunteers like we do relations between marriage partners. In both cases, the participants are in love. In the case of MTM, they are in love with trains, trolleys and boats. But it's love nonetheless, and it can make people act crazy. Just like naive newlyweds who think love is all they need for a harmonious marriage, naive volunteers think that mutual

The problem of member conduct becomes serious when some people mistreat others, when rivalries fester, when cliques form. This kind of behavior can quickly and efficiently tear an organization apart. Volunteer groups like ours can't withstand very much of it. Yet people are people and a certain amount of this stuff is going to surface.

That's why we need a conduct code, and why we need to use it. By defining unacceptable behavior and stopping it when it happens, we ensure that museum members will work together in harmony for the greater good, and that destructive behavior will be rooted out before it does real damage.

So please read the member conduct code and practice it at all times. You'll be glad you did.

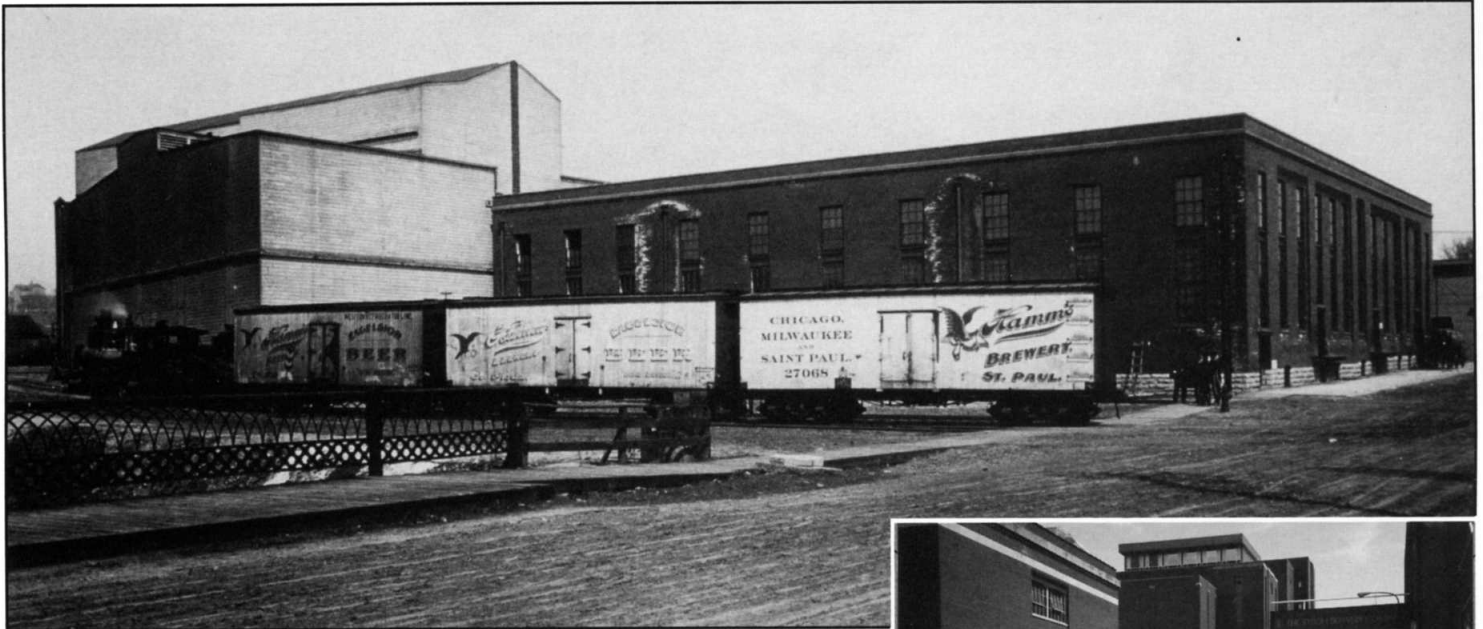
Welcome ARM delegates

This issue is being distributed to ARM Convention delegates. On behalf of the Board of Trustees, I want to welcome you to the Twin Cities and to one of the most extensive and unusual transportation museums on the continent. MTM started in 1962 to save a single streetcar. It has grown to encompass four separate operating

sites, with a fifth to be added in 1996.

MTM is unique because its sites are spread over a distance of 65 miles in two states. It is the only transportation museum I know that includes trains, trolleys, buses and historic boats, and soon it will be unique for fielding two separate streetcar lines. No other standard gauge museum runs interstate or acts as the freight operator for a major regional rail carrier. MTM is also alone among operating museums in also producing a high quality magazine instead of just a newsletter.

At MTM we are proud of how the museum is managed. According to the Minnesota Historical Society, we are the largest history organization in the state managed by volunteers. We strive for professionalism. Our Board of Trustees sticks to policy guidance, approving budgets and long-range plans, approving the appointments of division General Superintendents, and setting the tone for the museum. The Board generally stays out of day-to-day operational issues, which are delegated to the operating divisions. This heavy emphasis on decentralized operating management has served MTM well. I believe it can provide a good example for other museums.



affection for the hobby will create a smooth running museum. That leaves them completely unprepared to handle differences of opinion. In fact, it escalates those differences into conflict because of the strong emotions involved. What color should something be painted? It sounds mundane, but just watch the camps form as purists square off.

THEN AND NOW: Sometime in the late 1800's, an Omaha Road switcher shuffles ornate refrigerator cars at the Hamm's Brewery on St. Paul's east side. Today, the Minnehaha Avenue bridge over the Skally Line has been replaced, and there are newer, larger brewery buildings now owned by Stroh. The industrial spur remains, however, still serving the same function it did a century ago.

Ramsey County Historical Society collection and Louis Hoffman photo.





The trees are still bare as #265 does a training run in early May. Louis Hoffman photo.

The professionalism extends to the restorations and operations themselves. We strive for historical accuracy and restorations of high quality. Operating rules are well documented and enforced. Safety and training are strongly emphasized. The proof is the excellent relations we have developed with the regulatory agencies and governmental units that look over our shoulders. There is also a priority placed on customer service. We live or die by the public's impression of us, and our volunteers are instructed on how to treat visitors well.

MTM is in excellent financial shape. Our divisions are all financially self-supporting, largely through fare revenues and the periodic grants from foundations, government and individuals. The fund raising efforts by the Steamboat Division are a model of how to create something from nothing. The coming of ISTE A has opened up unprecedented opportunities. Later this year, MTM will receive its first three ISTE A grants worth a total of \$690,000. Two additional applications worth \$500,000 are moving successfully

through the local approval process as this is written.

So once again, welcome to our ARM guests, and I hope your visit to MTM is a pleasant one.

TRACTION REPORT

-Louis Hoffman

Como-Harriet Welcomes ARM Delegates

This is the last Minnegazette before the ARM convention. As General Superintendent, I want to extend a cordial welcome on behalf of the entire Como-Harriet family to our colleagues from museums across the United States and Canada. We have worked hard to prepare for your visit, and will work even harder in the two months between the publication of this magazine and your arrival, to make your visit an enjoyable one. What our collection lacks in size, it makes up for in the quality of what we do and the enthusiasm and spirit with which we do it. Welcome, and enjoy your visit.

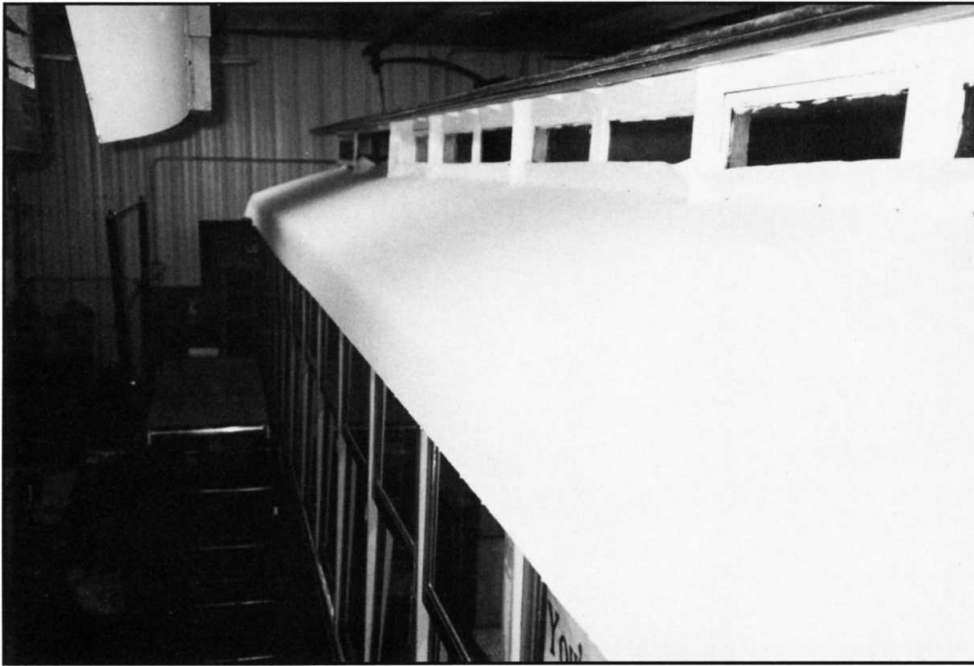
Traction Division Annual Appeal

With this Minnegazette, you received the first Traction Division Annual Appeal. It lists a number of very worthy projects for which the Traction Division needs funds. There are many attractive premiums to entice you to open your checkbook. Please give what you can. You know the Traction Division will put your contribution to good work.

Preliminary copies of the appeal flyer were sent to Transportation Department volunteers with the May schedule and to other friends of the Traction Division. Thanks to **Louis Hoffman, Jim Kreuzberger, De Smith Lindeen, Charles McCarthy, Dewey Hassig, Russell Olson, Frederic & Virginia Oakland, Debbie Beers and Lyndon & Ruth Benson** for their very generous donations. The total as of June 1 was \$600.

Betsy-Tacy Society Visits Lake Harriet

As the Minnegazette went to press, the Traction Division prepared to host a bus load of delegates to the Betsy-



Work continues on #1300's roof. (Top) The new canvas in place, before fitting and painting. (Bottom) Michael Sciortino with the precision sander. Louis Hoffman photos.

Tacy Society convention on July 7th. The group was on its way to the Society's annual gathering in Mankato. The Betsy-Tacy books are about two fictional girls, Betsy and her friend Tacy, growing up in Mankato early in the century, and their adventures. They were written by Minnesota author **Maud Hart Lovelace**, who lived in both Mankato and Minneapolis. Although the characters are fictional, the books describe real places.

The group visited Fort Snelling, where Betsy's husband Joe received his WWI officer's training, Minnehaha Park, where Betsy and Joe often visited, the Wedge neighborhood where Lovelace lived, and finished with a streetcar ride at Lake Harriet. Betsy and Joe returned from their Lake Minnetonka honeymoon via streetcar steamboat and streetcar.

Thanks to **Mary Ellen Digre-Mueller**, a member of MTM and the Betsy-Tacy Society, for this idea and for all of her hard work in planning this event. There will be more details in the next Minnegazette.

Streetcars In The Classroom

Our streetcars will be part of a classroom curriculum on transit being prepared for area teachers and their students. Sponsored by MnDOT, MCTO, and others, the video portion features



our streetcars. The classroom materials provide historical information as well as information about the Como-Harriet Streetcar Line and how to ride it. Thanks to **Bill Graham** for handling the filming.

Thanks

Among the many volunteers who bring a summer of streetcar service to you are people whose contributions go unnoticed to most of us. Many of you may have wondered how more than 100 volunteers are coordinated. The Traction Division Survey, mailed in January, gathers the raw data. The report, which gives the data to department heads in a usable format, was put together by **John DeWitt**.

Another unsung task is the Traction Division budget. There are two main sources for input into the budget: requests from department heads and others who want to spend money and a careful review of what the Traction Division spend each year versus the amount budgeted. This results in a lot of scribbling on the previous year's budget. **Neil Howes** takes all of this and returns a budget that balances. Thanks to both of John and Neil for their behind the scenes work.

Mechanical Department

As this Minnegazette went to press, the final touches were being put on #1300's new roof. Originally scheduled to return to service on June 1, #1300's 1995 debut was delayed to allow for completion of the project. Thanks to Chief Mechanical Officer **Mike Miller**,

Mechanical Foreman **Karl Jones** and to the many volunteers who worked over the winter and into the spring to make sure #1300 was ready.

With #1300 in service on Thursdays through Sundays, #265 took her turn in the maintenance barn where George Isaacs oversaw the replacement of its air compressor with a rebuilt one. The old compressor had seen better days, taking eight minutes or more to get up to full air pressure. The new compressor should allow crews to pull out of Linden Hills Car barn a little more quickly. It will also be quieter, being equipped with rubber cushioned mounting brackets. No longer will the compressor vibrations be transmitted directly to the carbody.

Engineering Department

Mar-John Track Maintenance was hired to replace about 250 ties this Spring. This work consisted of the replacement of all failed ties under rail joints and where there were three or more failed ties in a row. The bulk of the work, about half of the total project, was completed in late April. The remainder will be completed when additional quality used ties become available. In addition, a number of gauge bars were placed at several key locations at the Archery Range curve pending further improvements and repairs in that area.

ISTEA paperwork is a bigger job than anyone expected, and this is delaying all federally funded work into 1996. This includes the remaining 250 failed ties, reconstruction of the south siding switch and of the carbarn leads. The latter includes construction of about 100 feet of double track to allow up to five streetcars to be switched without using the depot siding. If that doesn't exhaust the ISTEA funds dedicated to track work, additional improvements will be made.

Traction Division management has also committed to replacing about 500 ties per year over the next five years. This involves replacing all of the remaining ties on the line, the original ones, most of which have been there for twenty years or more (and were relays when we set them) and are approaching the end of their useful life.

In preparation for the depot area improvements made possible by our ISTEA funds, the Park board has graciously agreed to repair, replace, and paint the pipe railings near the underpass and the Cottage City stop. Some work will be done this summer. The remainder will be completed after completion of the ISTEA-funded concrete work. In addition, the Park Board will make improvements to the area east of the depot, including improvement of the grass and replacing the worn dirt paths with a more attractive surface. Thanks to Assistant Superintendent **Tom Montgomery** for arranging all of this activity.

Motor Bus Department

Our 1954 General Motors model 5105 bus, TCRT #1399 is back in service thanks to the MCTO, especially Nicollet Garage mechanic **Tony Kolnik**, who, along with the other MCTO volunteers, did the work on his

own time. Unfortunately, the scope of work and Tony's desire to do it right took the completion of the work past Linden Hills Festival weekend and the Minnehaha Depot open house. Despite our disappointment at not having bus service for the first time in five years, it's good to know the job was done well and that #1399 will be with us, trouble-free, we hope, for future festivals and for a long time to come. Look for #1399 in service during the Linden Hills Art Festival in late July or early August and during the ARM convention on September 20, 21, and 24. Thanks to the cooperation of MCTO and the hard work of **Tony Kolnik** and his co-workers at Nicollet Garage. Thanks also to **Interstate Diesel** for donating the engine rebuild parts.

1962 GM 5303 "New Look" bus #103 will hopefully be the next to get the attention of MCTO's talented mechanics. It is thought to be in fairly good shape. There are plans to swap out the powerpack (engine and transmission) for one from a recently retired GMC "rehab". All 80 of these buses are expected to be out of service by the end of 1995. We hope to have more details in the next Minnegazette.

The rest of the news is not as good. TCRT Mack #630 has major problems. Parts and people experienced with the innards of a vehicle this old are just not available. For the foreseeable future, the Mack will be limited to serving at a static display at locations near to its Nicollet Garage home base. Long-term solutions include a new engine. Anyone with ideas, please call Motor Bus Superintendent **Al Jensen** at 421-2906.

At Jackson Street, MTC AM General #1488 and the Yellow coach were vandalized in April. Pre-teen hoodlums, armed with sledgehammers, did nearly \$3,000 in damage to numerous windows. We've gotten estimates on replacement costs. No replacement will be done until Motor Bus Department volunteers are ready to move and tarp the buses, and until the outcome of the juvenile proceedings are known. The Museum is seeking restitution to help defray the cost of repairs. #1488 is also thought to be in fairly good shape. If you would like to help get her going (we've been promised indoor storage once the bus is mobile), please call Al.

Moonlight Trolley

Those of you watching KARE 11 Sunrise on May 17 at about 6:40 a.m. saw a rare sight: a Comp-Harriet car at sunrise. Thanks to the early morning crew of **Louis Hoffman** and **Michael Sciortino** for reporting for duty at 5:30 a.m. and to Michael for arranging the publicity.

On Sunday June 4th, a production company spent the morning shooting #78 for a Metropolitan Council video on transit.

Passenger Services Department

Notice anything new at the Linden Hills Depot? There's much to see, inside and out and more is on the way. On the south side there is new landscaping planted by **Mona Isaacs**. Thanks to Mona for all of her hard work and to her trusty assistant, **Aaron Isaacs**.

Our interactive computer display is up and running. Thanks to **Brian Dean** for all of his hard work and time. Of course, the fine exhibits crafted by **Mike Buck** are still there.

Also inside, there are a number of new souvenir items finally available: CHSL-logo mugs (\$5.00) and a new winter postcard featuring #1300, followed by #265 in the Glen, taken by **Aaron Isaacs** (\$.25). The beautiful 40-page souvenir booklet, *Twin City Lines: The 1940's* (\$8.00), is in. Edited by **Aaron Isaacs**, designed by **Sandy Bergman**, and color separations courtesy of **Hilmar Wagner**, it contains many never-before-published photos and is a must-have item. We also have "Trolley: The Cars That Built Our Cities". This acclaimed videotape by **Transit Gloria Mundi** of Baltimore has been featured on the Arts and Entertainment channel. It features much rare footage from throughout the trolley era. It sells for \$22.00. All prices include sales tax.

A beautiful new tin ceiling will soon be installed by **Mike Olson**, president of the Linden Hills Neighborhood Council and a builder by trade.

There are three new exhibits: interpretive explanations will be added to the controller and farebox already on display in the depot. For several years, they have fascinated children. Now they can educate adults. Thanks to **Mike Olson** for his work on these fine displays.

Last but not least, we now have a proper brochure rack in which to display all Museum brochures and those



Two-car operation during the Linden Hills Festival. John Prestholdt photo.

of our friends at the **Twin City Model Railroad Club**, which generously displays our brochures. In addition, there is a small, tasteful donation box. Thanks to **Jeanne Inselman** for her woodworking efforts.

Safety and Training Department

A total of ten persons attended the Operator Training Program earlier this Spring: **Charles Barthold, John Cochran, Dave Culver, Mark Digre, Dave Franta, Brian Hayes, Dwight Hendricks, Jim Hewett, Harry McPeak, and Jim Vaitkunas**. Welcome to all of you. Thanks to Superintendent of Safety and Training **Karl Jones**, Assistant Superintendent **John Kennedy**, and the trainers for all of their hard work.

Transportation Department

1995 marked the first season of operations starting in the beginning of May. Up until a few years ago, operations started on the Saturday of Memorial Day weekend. In 1990, the starting date was bumped up one day to Friday evening, always a busy night. Unofficially, operations began the previous weekend that year and in all subsequent years to allow for operations during the Linden Hills Community Festival. These operations have always featured two car operations on the first shift, when most activities have occurred, and motor bus service from Linden Hills Depot to the sidewalk sale and other events at 43rd and Upton and at the Linden Hills Community Center. We've always car-

ried big loads during this special service, not to mention the generation of goodwill in the neighborhood.

This year, the decision was made to start at the beginning of the month, running on Sundays only until 5:30 p.m. Next year, we'll operate both shifts. On the two new days of service, we carried 555 passengers, 274 on May 7 and 281 on May 14, Mother's Day. Both days saw less than ideal weather.

The Visitor Register continues to reveal fascinating information. In 1994, our passengers came from 37 states (versus 41 in 1993) and 13 countries (versus 11 in 1993): Australia, Canada, Denmark, Finland, France, Greece, Greenland, the Netherlands, Slovakia, Spain, Sweden, the United Kingdom, and Vanuatu (in the South Pacific).

Minnehaha Depot

-Corbin Kidder

In 1994, the Minnehaha Depot was staffed on more than sixty days, including pre and post-season special events. Volunteers logged 187 hours, 100 of those hours on the seventeen regularly scheduled days of operation. 34 hours were spent on maintenance and security checks, 28 hours were spent preparing for the 1994 open house, fifteen hours were spent on conducting tour groups through the depot, and ten hours were spent with guests from CP Rail System's business car, the Strathcona, which made a pre-season visit to the depot.

About 1,500 visitors signed the guest book, meaning more than 2,000 people visited the depot. About one in three

visitors fail to sign in. The depot's best days were Memorial Day (175), Labor Day (144), Norway Day (119), and Svenskarnasdag (115). Nearly 100 people visited pre-season, attracted by the wine-red Strathcona parked nearby. After strong early season crowds, attendance dropped later in the summer as the long-awaited renovation of Minnehaha Park began. Reconstruction of the bridge across Minnehaha Creek above the falls made access difficult.

1994 also saw a small profit at the depot: \$3.35 on revenue of \$277.30 and expenses of \$273.95. This profit did not take into account brochure printing costs which were absorbed by the Traction Division's printing budget. Much income came from the beautiful winter watercolors of the depot available for \$5.00.

These members staffed the depot and assisted with the open house in 1994: **Darcy Anderson, Fred Beamish, Mike Buck, Bob Branchaud, Joel Gensler, Scott Heiderich, Louis Hoffman, Corbin Kidder, Bill Marshall, Art Nettis, Herb Pinske, Hilmar Wagner, and Terry Warner**. Thanks for your work. Thanks are also due to **Kim Doss Smith** and the Stevens House staff, **Mike Holter, Steve Skaar, and Sandra Welsh** of the Park Board, **Sam Xiong** and other Park Police officers, and **John Ferguson, John Hacker, and Sandra Peterson** of the Minnesota Historical Society.

It's not too late to volunteer as a station agent at the Minnehaha Depot. It's easy and fun; You'll get help opening up and closing down. Interested? Please call Stationmaster **Corbin Kidder** at 227-5171.

The Minnesota Historical Society, which owns the depot, is making a number of improvements in 1995: the building will be re-roofed, the platform bricks will be re-set and the retaining walls will be repaired. There are a number of other improvements which need to be made: Long-life bulbs are needed for the night security lights under both porticoes. The pot-bellied stove needs to be blacked and the rusty stove pipes need to be replaced. The "Minnehaha" signs on the east and west window lintels need to be re-gilded and the similar sign which once hung from the north portico needs to be replicated. Information about the depot in its operational years for the Milwaukee Road. Artifacts from it or other Milwaukee depots are needed to enhance the displays.

RAILROAD DIVISION REPORT

Train Crews and Training

As of June 1st, there were 30 code qualified crew members. As a rule, members first qualify as brakeman, then conductor, then diesel engineer, then steam engineer. Once qualified, they can work any job. That means there are currently 30 brakemen, 21 conductors and 12 engineers. People are constantly training to get themselves upgraded, so four of the 30 are now student engineers. The roster is destined to grow considerably, as there also 21 student brakemen. Since last year at this time we have added 15 new student brakemen, two new brakemen, three new conductors and two new engineers. Thanks to **Fred Soop** for keeping up the crew database.

To get on the crew roster, a student brakeman must successfully complete the code training, the code test and the one day MTM Practical Brakeman's Training course. Held at Jackson Street, prospective student brakemen practice various skills with real rolling stock. They must also complete a one hour class called Basic Railroad Safety. Students typically have to work a full season under the supervision of regular crew before being promoted to Brakeman.

The next step is conductor. Conductors must learn the passenger car mechanical systems. Promotion takes two or three years, because experience is the most important qualification. From conductor, the next step is diesel engineer, which requires learning how to run the engine and handle a train. Federal law requires that all engineers be certified and the FRA sets the requirements.

Any qualified brakeman can become a steam fireman. Steam engineers must have been both a steam fireman and a diesel engineer first. The steam class is offered every two years.

Ward Gilkerson oversees the Safety and Training program. In addition to the classes that he and others teach, he does "Operational Testing" throughout the operating season. Required under FRA rules, it includes cab rides and observation of the crew without their knowledge. The payoff is a flawless safety record and full compliance with the law.

Operating Notes

Since operations started in fall 1992, the train has been parked every night on the Osceola industrial park spur. Unfortunately, the spur is laid on a very sharp 12 degree curve, and this causes extra wheel wear, especially on six-wheel passenger car trucks. After considering several alternatives, the decision has been made to park the day's consist on the "gas spur", the stub end siding in front of the Osceola depot. Besides reducing wheel wear, this shortens the crew's day. The only moves into the industrial park will be to switch cars into or out of the consist.

Freight Updeight

During April and May the logs moved out of Dresser for Wisconsin paper mills at a faster rate than before. As a result, freights were frequently called for both Saturdays and Wednesdays. The largest train to date was 20 cars. On May 25th, there were 16 log cars being loaded at Dresser. Up to four fertilizer cars have been seen at the Osceola depot. Here are the monthly cars moved:

November	9
December	25
January	23
February	42
March	23
April	68
May	122

As of June the volume has dropped again and freights only run on Saturdays.

Freight revenues were originally deducted from MTM's trackage rights charges. However, it's now clear that revenues will outdistance the cost of trackage rights, so both parties have agreed to pay each other directly. Freight revenues for FY 1995 are budgeted at \$15,000.

MTM crews have learned to run many different diesel models, including GP7, GP9, two different variations of GP30, GP35, GP38, GP38-2 and GP40. For the summer, they will use GP7 # 4133, which has been assigned to the Dresser Sub and pulls its share of the passenger trains as well.

Freight crew slots go first to members who help with equipment maintenance and restoration. So show up at Jackson Street if you want first crack at the freight runs.

Thanks to **Morten Jorgensen** and **Dick Koltar** for freight operations info.

Soo Line adopts #A-11

#A-11 was sent to Shoreham Shops in May to receive some new wheels and potentially body work and a new paint job. Local Soo officials, who no longer have their own business car, asked if it might be available for the occasional shipper special or other company function. After some discussion between **John Diers** and Soo officials, it was agreed that Soo Line would perform all needed body repairs, including straightening the rear platform, and repainting the car in exchange for using it periodically. MTM use would receive priority. It is scheduled for a shipper special in



The first passenger train of 1995, a school charter on May 25th, pulls into Osceola behind WC GP7 #4133, which has been leased for the year. Aaron Isaacs photo.

August. The car will repainted Great Northern orange and green and may be stored at Shoreham during the winter.

Equipment Update

Diesel #105 is receiving a great deal of work at Burlington Northern's Northtown shop, including all new axles. The remaining friction bearings were replaced with roller bearings. A proper speedometer has been installed to replace the jerry rigged radar gun.

Diesel #102 had one leaf replaced in a front truck leaf spring and the wheels turned. It arrived at Osceola on June 8th and took over as the passenger engine, pending the arrival of #105.

High nose GP7 #4133 has been rented for the season from Wisconsin Central. The unit was built for the Rock Island, rebuilt by them in the 1970's and purchased by the Chicago & North Western when the Rock went bankrupt. It was part of the Fox Valley RR spinoff sale, and was purchased by the WC when they bought the Fox Valley last year. It sat in the dead line most of the last year and wears battered C&NW paint. So far it has worked well, except for a problem with the first notch electrical contacts that has caused it to occasionally shut down.

WC made #4133 available for a very reasonable cost so it could double as the freight engine. As long as it's in Osceola, WC won't have to shuttle a locomotive in from Chippewa Falls or Stevens Point, a practice that has become rather expensive and inconvenient with freight moves twice a week.

Steamer #328 was inspected by **Scott Lindsay** from Steam Operations Corp. They discovered a broken coil spring, which has been fixed. The boiler has received its hydrostatic test and a flue extension.

#328 will be okay for this season and maybe longer, but needs about \$100,000 of long term maintenance. This is a problem because the locomotive is still owned by the City of Stillwater. MTM has a 30 year lease that expires in 2006. It is generally agreed that such a major investment is not acceptable unless the lease is extended or the engine is acquired by MTM.

Dave Redding is now the Steam Foreman. Also working on the engine have been **Ward Gilkerson**, **Keith Skeivik**, **Mike Matson**, **Mike Alfveby** and **Dave Wantz**, who has machined new eccentric rod pins and bushings for the left side valve gear.



The restoration of the Osceola depot has begun. The new roof is on.
Aaron Isaacs photo.

By the time you read this, GN coach #1213 should sport a fresh coat of Empire Builder green and orange. Crews have finished the necessary body work and replaced all the windows with approved FRA glazing. The new windows permit the car to be run in mainline service at passenger train speeds.

Lackawanna coach #2232 still has a truck spring problem, but the restroom work is finished.

NP triple combine #1102 has a working generator again. The unit was badly carboned up and has received new injectors. Having it in working order is important, because it can power air conditioning, lights and vent fans in coaches 1096 and 1097. A carpenter has been hired to replace rotted windows and doors, and this work is on-going.

MTM has added two pieces to its collection. The first is a small GATX tank car, built in 1972 and used to haul corn syrup. It is currently stored on a siding in Dresser. The second is a Great Northern steel caboose, donated by Burlington Northern.

OSCEOLA REPORT

-Marcia Diers

This fall is going to be busy on the Osceola & St. Croix Valley Railway. We've learned from the past two years of operation that this is the most desir-

able time to "Ride the Train at Osceola". Consequently, we're gearing up to provide capacity for up to 450 passengers on two trains which will run six round trips per day on the weekends in September and we'll make Tuesdays, as well as Thursdays, available for reserved groups in October. MTM's steam engine #328 will pull the train between Osceola and Dresser three times a day on Saturdays, Sundays and Labor Day from Saturday, September 2 through Sunday, September 24. Steam train departures for Dresser will be at 11:45 AM, 1:45 and 3:45 PM. Fares on the steam train will be the same as the trip to Marine on St. Croix. That's \$10 for those 15 years and older and \$6 for young people 5 to 15 years old. There is also the family ticket for two adults and 2 to 5 kids, 5-15 years old for \$30. Anyone under five years old rides free of charge.

During the same dates the steam engine is pulling the train from Osceola to Dresser in September, there will be three round trips to Marine on St. Croix using diesel power. These trips will depart the Osceola depot at 11:00 AM, 1:00 and 3:00 PM. We've added the third trip to accommodate the "leafers" and other fall tourists who migrate to Osceola in the fall.

We will add first class service aboard the Great Northern business car A11, again in September. First class service, which includes complimentary beverages and snacks served by attentive staff, lounge car seating, and a spectacular view from the observation platform, can be reserved in advance, on any of

the dates of operation in September and October, by calling 1-800-643-7412. Advance reservations will be held until 1/2 hour before train departure. During September, first class service will only be featured on the trip to Marine on St. Croix at \$15 per ticket (sorry, no youth, family or member discounts). In October, first class service will be added on the trips to Dresser, too, at \$10 per ticket. Again, no discounts.

In September the Osceola Depot Restoration project will be nearing completion, if not completed entirely. Those of us who've been working on the trains this summer have been fortunate to watch this wonderful old stone and brick building brought back by craftsmen who've painstakingly replaced and repaired its finery under the watchful eye of the Osceola Historical Society. We're excited at the prospect of it becoming a working depot again, the headquarters of the OSV Ry, where tickets will be sold and the waiting rooms will be as they once were, open and inviting to the public.

We are looking forward to providing special train service on Friday, September 22 for those attending the ARM convention. MTM members are encouraged to ride this train which will board at Withrow, stop for lunch at the Osceola Depot and continue on to Amery in the afternoon. Both steam and diesel power will be used with plenty of opportunity for photos. On Monday, September 25, a special train is planned for the Roadmasters Convention.

A Railroad Flea Market and Swap Meet is planned in conjunction with Osceola's celebration, *Wheels and Wings*, on Saturday, September 9th at the Osceola Depot. Over 5,000 people are expected to come to Osceola for *Wheels and Wings* this year. Exhibitors, dealers, and traders should contact me, **Marcia Diers**, (612)929-5699, if you've missed the details and need information about a booth or display space.

Look across the tracks from the Osceola depot and you may notice that the area looks different. That's because work crews from the Wisconsin state prison have been removing the tangle of brush at the base of the hillside. They have revealed the foundation of the grain elevator that used to stand there.

The Store on the Train had its debut on June 29th. Until the depot is open, there has been no good place to sell souvenirs. We have experimented with having car attendants hawk them, and selling them out of the lounge areas in cars 1096 and 1097. The Store on the Train will be located in the baggage section of #1102. The store volunteers include: **Charles Barthold**, **Jan Edstrom**, **Pat Kytola**, and a Girl Scout Troup from Osceola.

JACKSON STREET REPORT

These are exciting times for the Jackson Street Roundhouse restoration. After several years of inactivity, there is now a conceptual plan to restore the building and convert it into

a first-class railroad museum. And the mortgage is smaller than ever.

The Master Plan

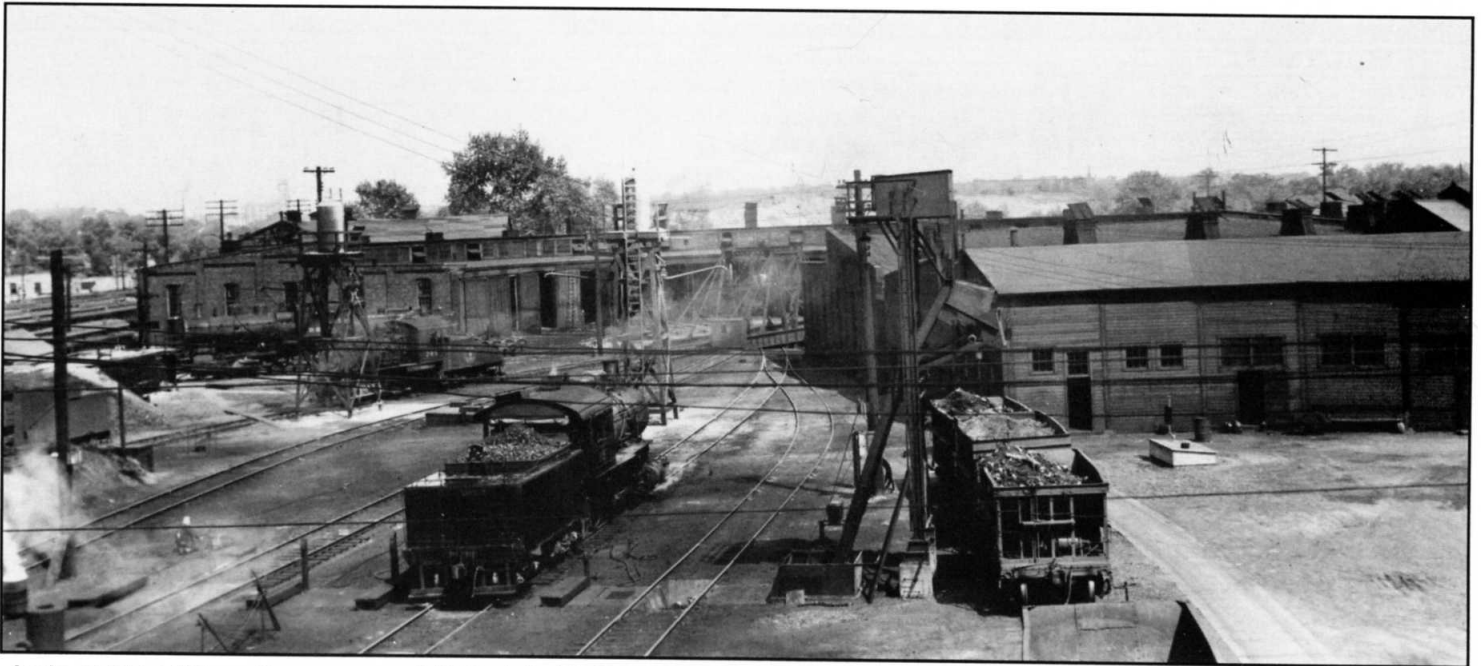
The Jackson Street Roundhouse Committee has created an ambitious \$6 million master plan. It calls for restoring the building in stages during 1995-99. The plan separates the roundhouse and grounds into four operational areas:

A. Powerhouse:

The powerhouse is a separate building located next to the northeast corner of the roundhouse. Since the parking lot will be located in the flat vacant area east of the roundhouse, the powerhouse will be the controlled entry point where visitors will pay admission, get information and begin tours. It will also house administrative offices, a gallery, museum store, theater/classroom, restrooms and a kitchen. The Northern Pacific Rutledge Depot will be installed next to the powerhouse, where it will serve as the boarding point for train rides.

B. Backshop

The backshop will occupy stalls 16-25, the northern half of the roundhouse. This area will be MTM's shop for repairing and restoring equipment. It will include space for the Steam, Car and Diesel Departments, Shop Stores and Tools, General Stores, and a locker room. One stall will have an overhead crane and



Jackson Street Roundhouse around 1950. John W. Barriger photo. Barriger collection, St. Louis Mercantile Library.

another will be set up for sandblasting and painting. Visitors can view restoration work from an elevated walkway along the outer wall.

C. Interpretive Museum

Stalls 1-15 will house two types of exhibits. "Dirty" exhibits will have visitors interact with active equipment. There will be rides, demonstrations and other hands-on activities. The "clean" exhibits will be traditional static museum displays of inoperative equipment and artifacts, interpreted with signs and audio-visual aids.

D. Surrounding Rail Yard and Grounds

To the extent possible, the grounds will be restored to their original configuration, with a turntable, water tower, coaling tower, ash pit, and additional trackage. The present four track shed will be retained for equipment storage.

What happens next?

During May, a request for proposals was issued to select an architectural design firm to flesh out the master plan. The winning firm is Julie Snow Architects, Inc.

Where is the money to do all this? The first hurdle is to pay off the mortgage. General Superintendent **Art Pew**, who has financially supported the roundhouse for years, has made three substantial gifts of stock to pay off most of the mortgage. The most recent gift was \$201,506 on May 26th.

The previous gifts were \$200,000 in 1994 and \$311,000 in 1993. As a result, the mortgage has been reduced from \$921,000 to \$207,640.

Buying the building is only the first step. The plan projects a total restoration cost of \$6 million, which would seem an impossible challenge. There has been a start, however. Jackson Street will receive its first federal ISTE A grant of \$261,000 this fall. In the competition for future ISTE A money, it was rated second among all "enhancement" proposals. If all the needed approvals are received, and if congress doesn't scrap ISTE A, another \$265,000 will arrive in 1997.

EXCELSIOR REPORT

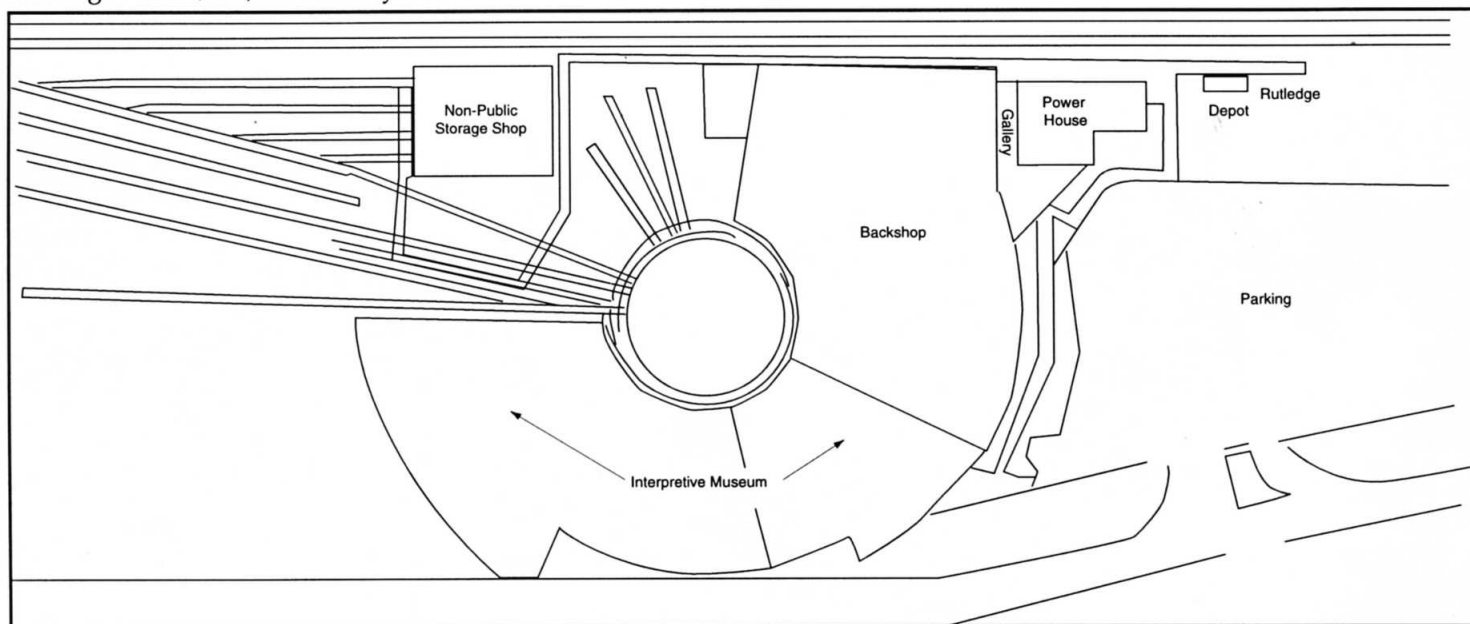
-Bill Graham

A large sign at the boat building entry tells volunteers and visitors how many weeks until the target launch date of August 1st. Each Friday, the number is crossed out and reduced by one. It appears the Minnehaha just might make this deadline. Throughout the spring, big numbers of volunteers have turned out on Tuesdays, Wednesdays and Saturdays. They have worked feverishly to finish the steam plant plumbing and the exterior of the boat so it can be launched and tested yet this summer. Much remains to be done as of mid-June, but it seems likely the boat will be in the lake soon.

While the boiler, engine and auxiliaries have been in place for some time, lots of custom plumbing has had to be fashioned from scratch to tie it all together. Most of that work now is done. The power plant is scheduled for testing under steam in July. Thanks to **Gerald Anderson**, **Carol Grenier** and **Sherman Richardson** of Minneapolis Pipe Fitters Local 539 and **Brian Vanderwal**, **Dan Gallagher** and **John Fitch** of St. Paul Local 455 for welding the high pressure steam pipes.

Wiring runs are complete, and junction boxes, pump motors and accessories have been installed. **Will Thompson**, **Bob White** and **Bob Woodburn** have put in many hours on this work throughout the spring.

Two teams of hull plunkers have worked throughout the winter independent of each other, one on either side of the boat. The port side team led by **Ross McGlasson** finished first. However, the starboard side team, led by **Steve Jesmer**, provided nearly a photo finish. The last plank was installed on May 6th, celebrated by a pork roast barbecue in the boat building parking lot. In the tradition of boat builders, the planking teams passed around a bottle of expensive Scotch to celebrate the installation of the "whiskey plank". One of the stainless steel screws was gold plated specially for the occasion, and Rule G was waived. OK, Rule G is a railroad term for the prohibition of alcohol consumption, but MTM mixed metaphors are so much fun. After all, "starboard" and "gate side" both refer to the right side of a vehicle.



The final layout of Jackson Street Roundhouse, as described in the Master Plan.



The Excelsior was built in 1915, a decade after the other six express boats. It was three feet longer than the others and differed in many details. The flat upper deck canopy was possible because the raised gangway didn't extend the width of the boat. Note how the front windows differ. The reborn Minnehaha has an Excelsior-style three-window front, because of the original boat drawings that were used. MTM collection.

The planking teams immediately began caulking the hull, first by painting the edges of each plank seam so that re-caulking will be easier in the future. Strands of cotton fiber many yards long were twisted into loose ropes by means of many hands and an electric drill. These ropes were then hammered into each plank seam about one-half inch deep and then again painted to help hold them in place. The rope prevents the caulk from penetrating the seam too deeply and helps seal the seam after the planks have soaked up lake water. Using elastic caulk donated by the **3M Company**, each seam was then filled to just below the surface of the plank. After the planks are thoroughly wet, the caulk should squeeze out to roughly flush with the surface of the hull.

Paul Masnick "faired" the hull, probably the hardest, dirtiest job of the entire Minnehaha project. Using a heavy disk grinder, Paul sanded down the entire hull from stem to stern, removing several garbage cans of sanding dust, to give it the smooth contour of a finished boat. After many afternoons and evenings holding the heavy grinder above his head, with dust covering him from head to toe, the hull now looks sleek and finished thanks to Paul's highly professional efforts.

After caulking and filling the holes and imperfections, the hull once again must be fine-sanded to prepare it for painting. Coats of sanding filler and primer will be applied, followed by three coats of streetcar yellow above the water line. Originally, the boat was yellow from her deck to her keel. However, MTM will apply a special, self-cleaning red bottom paint. All paints have been donated by the **Interlux Corporation**.

As the time approached to install the Minnehaha's smoke stack and upper deck railings, it became apparent that the boat building's insulated false ceiling needed to be raised. **Steve Jesmer** and **Tim Reichel** spent several back-breaking hours unfastening the heavy wooden structure from the walls, roping it up about eight feet, and refastening it to the building.

"The Bridges of Lake Minnetonka" is a tale of passion and intrigue that asks the question, "Can Minnehaha ever reach the Lafayette Club?" Tall smoke stacks left the lake with the steamboats, and the bridges that were designed to clear them were replaced with low, modern concrete spans. Some boats that routinely traversed the Narrows (under County Road 19) could not do so today. Streetcar boats

never did pass under the Arcola Bridge into Crystal Bay. Passengers destined for the Lafayette Club were delivered to the Minnetonka Beach dock, from which they walked or rode the couple of blocks across the isthmus to the club.

MTM's engineers have pored over charts of historic water levels, speculated about how much clearance might actually exist under the bridges and reached a reasonable guestimate. The ones near Lord Fletcher's and Spring Park were ruled out as too low. The Narrows and even Arcola would be possible if the stack could be temporarily lowered.

Don Gilbert, owner of Gilbert Mechanical, Inc. of Edina, donated the design and fabrication of a telescoping steel stack that should clear the bridges, Heaven willing and the lake don't rise. It has three sections with a base plate and a self-contained electric hoisting mechanism, and it looks like the Minnehaha's 12-foot stack.

So it seems our boat will reach the Lafayette Club for her grand debut on Saturday, May 25, 1996. The 50-member **John Phillip Souza Band** of Edina will be there for the christening.

The boat team balanced the need to maintain the historical accuracy of the upper deck while at the same time



One of the big questions has been, can the Minnehaha fit under the Arcola Bridge so it can reach Crystal Bay and the Lafayette Club? Above left: In March Leo Meloche measured the clearance as 15 feet 3 inches. With its telescoping stack, the Minnehaha will measure 14 feet 7 inches. Better take some more air out of the tires. Center: Bob Torkelson mounts the first of 32 perimeter lights on the cockpit coving. Right: Looking toward the bow, the wainscoting is painted, the condenser has been installed and the coving above the windows is in. That's the drinking water crock and stand that were recently donated. All Jim Ogland photos.



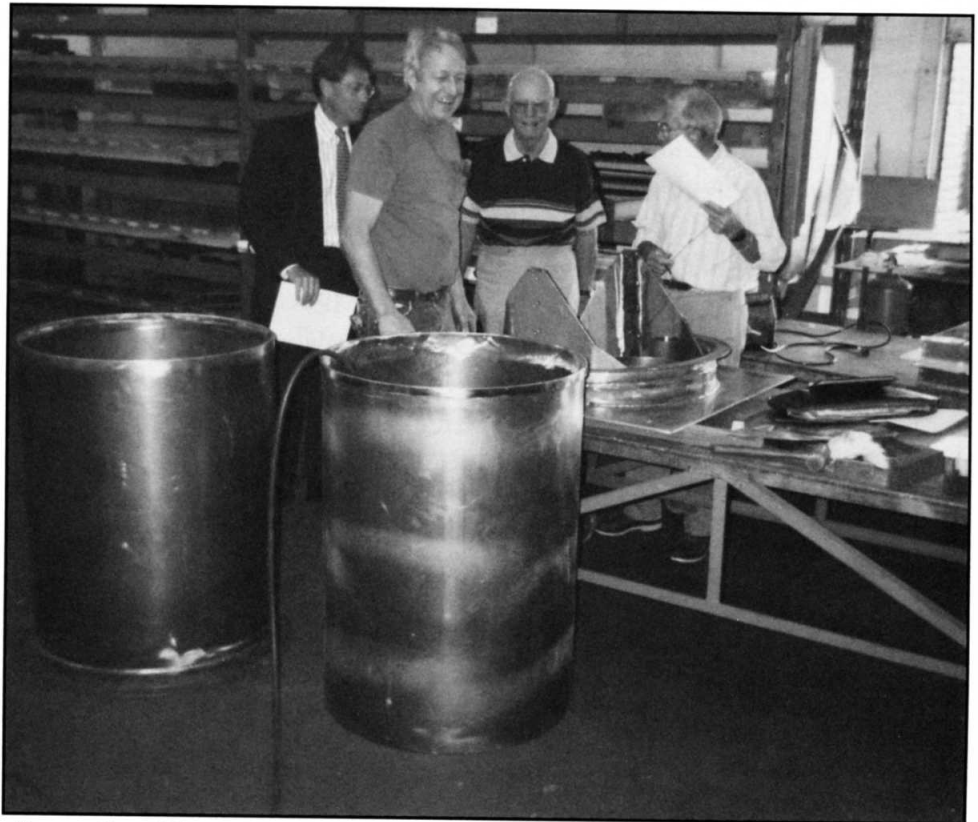
The Whiskey Plank completes the hull and is traditionally cause for a celebration, in this case a picnic on May 6th. We don't know who a couple of these folks are, including the gentleman (at left) with the open bun, but otherwise, from left to right are: Stan Straley in apron, Don Cox sitting with a paper plate, Nancy Weir, Bob Woodburn, Will Thompson, Steve Jesmer partly visible at the table, Tim Reichel, Larry Oppegaard, Jeff Henninger, Lori Hammond, Bill Graham standing, Dave Irely, John Weirlund, Ross McGlasson and Pete Weir. Leo Meloche photo.

protecting the boat from rain and weather damage. The decision was made reluctantly to fiberglass the deck to protect it, after which it will be covered with painted No. 4 duck canvas to resemble the original covering. **Stan Straley** and **Dave Ire**y screwed and glued a three-quarter inch course of marine plywood over the tongue and groove decking. This was treated with several coats of epoxy resin and fiberglass fabric consistent with modern boat construction. This is expected to last many years and afford good weather protection. The cotton canvas will be laid on this decking, held in place by the benches and fastened around the edges in the same manner as standard TCRT streetcar roofs.

All 82 of the window units are finally in place. **Bob Dumas** finished installing the quarter round glass retainer moldings. **Jackie Robertson**, **Scott Miller**, **Rick Bjorkman**, **Gordon Peterson**, **Ed Waldroff**, **Royal Dossett** and **Bill Graham** spent many hours painting on the outside and varnishing on the inside of the windows. The same group has worked on applying finish to the cabin woodwork throughout the spring. Much more will be done over the winter, but enough is complete to get Minnehaha through her sea trials.

Current plans call for pulling Minnehaha out of the boat building on July 23rd. It will remain in the parking lot for about a week while the boiler is test fired and all systems fully checked out. It will towed on its trailer to the **Minnetonka Portable Dredge Co.** yard, about a block to the west. It will be eased into the lake on the trailer for several days. This will allow the planks to absorb water, and, with any luck, minimize leakage. A quantity of quarter inch steel plate is being purchased to lay on the bottom of the launch area so that the trailer does not sink into the lake bottom. If all goes well, the dredge company's work boat will pull Minnehaha gently from her cradle around August 10th, and our express boat will be floating free.

During the two months of sea trials and crew training, **Tom Mann** has volunteered to add eight more wheels to the boat trailer to accommodate the estimated ten additional tons of water soaked into the hull planks. The additional axles will be carried on walking beams that spread the weight and allow the trailer to distribute it weight over vertical curves, such as are found at launch ramps.



Above: **Dan Gilbert**, **Chuck Krueger**, **Ewald Gustafson** and **Virgil Behounek** with the funnel base and two of the three telescoping funnel sections, all donated by **Gilbert Mechanical** of Edina. Below: **Brian Vanderwal** and **Tom Marchashault** of the High Pressure Pipe Fitters Union weld the engine steam exhaust to the five inch condenser line. Both **Leo Meloche** photos.



The last Minnegazette reported that the Minnehaha would be based at a new dock which it would share with the adjacent Excelsior Park Tavern. There have been three major obstacles to overcome - securing sufficient parking near the dock, gaining access to the landlocked dock site,

and getting the dock built. All of these have been complicated because of multiple parcels, each has its own owner, mortgage, and legal entanglements. As this is written, it appears that the lots, the parking and dock access have been secured and negotiations continue on the dock itself.

STEAMBOAT MINNEHAHA DONORS LIST

March - June, 1995

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MINNETONKA BOAT WORKS

All photos Wayzata Historical Society collection.

Editors note: Because this story has pictures of personal pleasure boats, the reader may wonder if the Minnegazette has changed its editorial policy of covering only public transportation. Not so. The lapse is necessary to describe the history of Minnetonka Boat Works, a living link to the streetcar boats.

The corporate descendant of the company that designed the express boat Minnehaha is still in business. Though built by Twin City Lines at their Nicollet Shops, they were designed by Lake Minnetonka boat builder **Royal C. Moore**. In the 1880's, Moore was a partner in the boat building company of Johnson & Moore. That company was involved with the rebuilding of the Mississippi riverboat Phil Sheridan into the Belle of Minnetonka, largest vessel ever to sail on the lake.

Moore formed his own company, Moore Boat Works, at Wayzata in 1892, and built rowboats, sailboats and steamboats.

When gasoline engines became practical in the first decade of the century, Moore joined with **William Henry Campbell** to form the Campbell Motor Company, which functioned as part of the boat works.

Financial difficulties caused

Moore to sell his interests in the boat works and motor company in 1912. The group that bought it was headed by **John Rameley**, whose White Bear Lake boat works had been in business since 1896. The new company dabbled in airplanes, sailboats and bus bodies for Northland Greyhound, but it concentrated on power launches and rowboats.

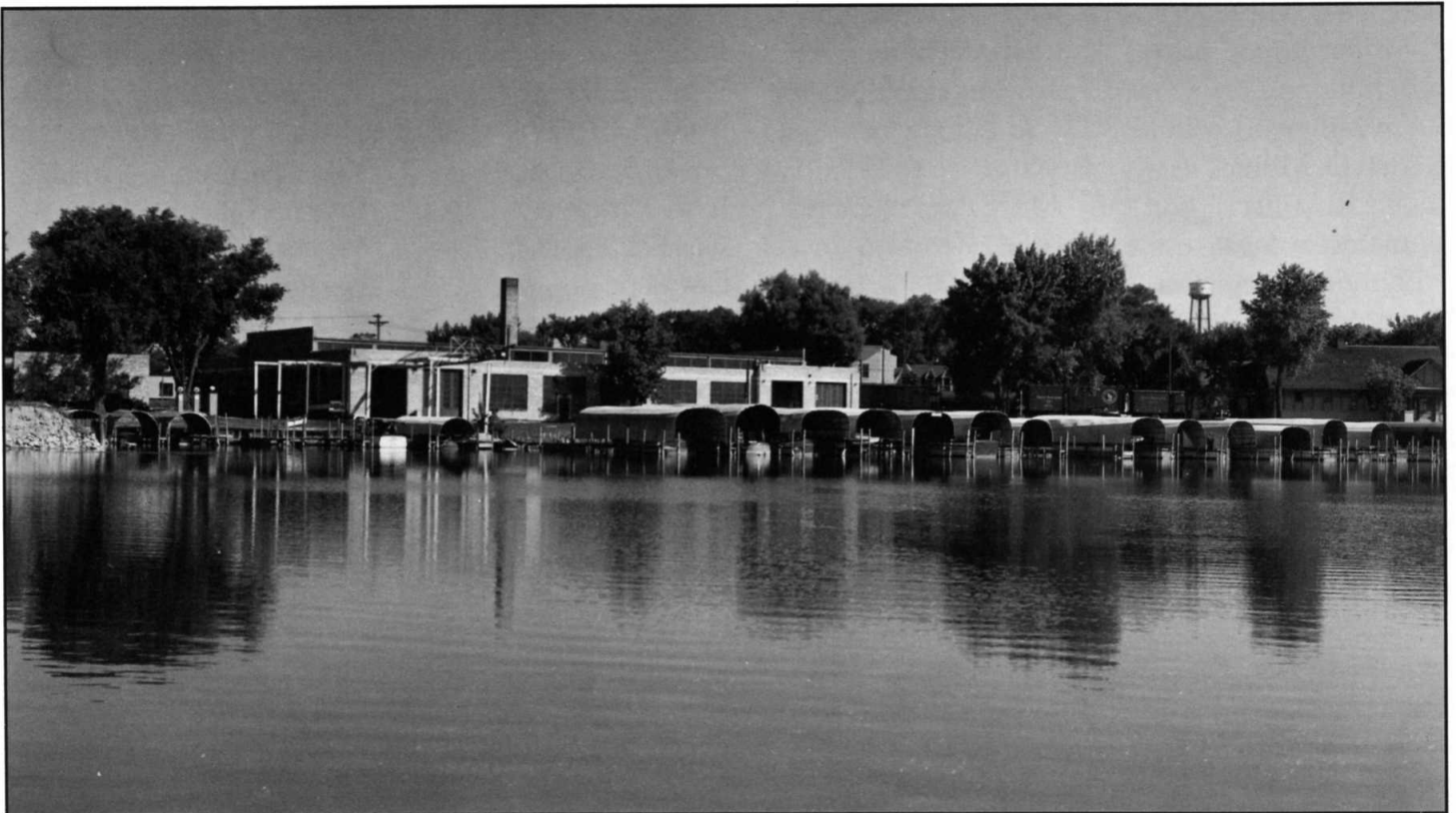
In 1929 Rameley Boat Works merged with Walker Boat Works of Deephaven and Wise Boat Works of Arlington Heights (Wayzata) to form Minnetonka Boat Works. It continued to manufacture rowboats and small power boats. During World War II it built for the U. S. Army small "Crossing the Rhine" rowboats designed to ferry infantry.

The company became one of the original dealers of Chris Craft boats in the 1930's. Retail sales, boat servicing and running marinas on Minnetonka and the St. Croix River supplemented boat building. The company was still building small cedar strake, lap strake, plywood

and aluminum boats under the Tonka Craft name when it went bankrupt in 1986. It purchased by Irwin Jacobs' Genmar Inc., which also bought Chris Craft and several other boat builders.

Among the surviving Moore Boat Co. products are the Muskegon, which survives as the much rebuilt Golden Bantam in Ortonville (see Winter 1992 Minnegazette), and the gasoline yacht Harriet, which **Fred Bruntjen** is rebuilding to return to Lake Minnetonka. MTM also owns a Moore wineglass rowboat, so named because of its graceful shape, and the Toot, a tug built by Minnetonka Boat Works in 1939.

Thanks to **Jim Ogland** and **John Palmer** of the Wayzata Historical Society who supplied the photos and other information for this article. Palmer worked for Minnetonka Boat Works for 40 years, retiring as its President.



The boat works on Wayzata Bay in the 1940s, with the Great Northern depot at right.



The former Walker Boat Works on Carson's Bay in Deephaven, next to the Minneapolis & St. Louis and what is now Minnetonka Blvd. Used only for boat storage in its later years, it was destroyed by a tornado in 1965. One of the big cabin cruisers built by Minnetonka during the 1930's.





Top: Building the army boats during World War II.

Bottom: Troops practice with the boats, which never were used for their intended purpose.





Above: The Northland Greyhound buses under construction. Below: The plush interior of one of the buses.





An ad for a Tonka Craft lap strake skiff.

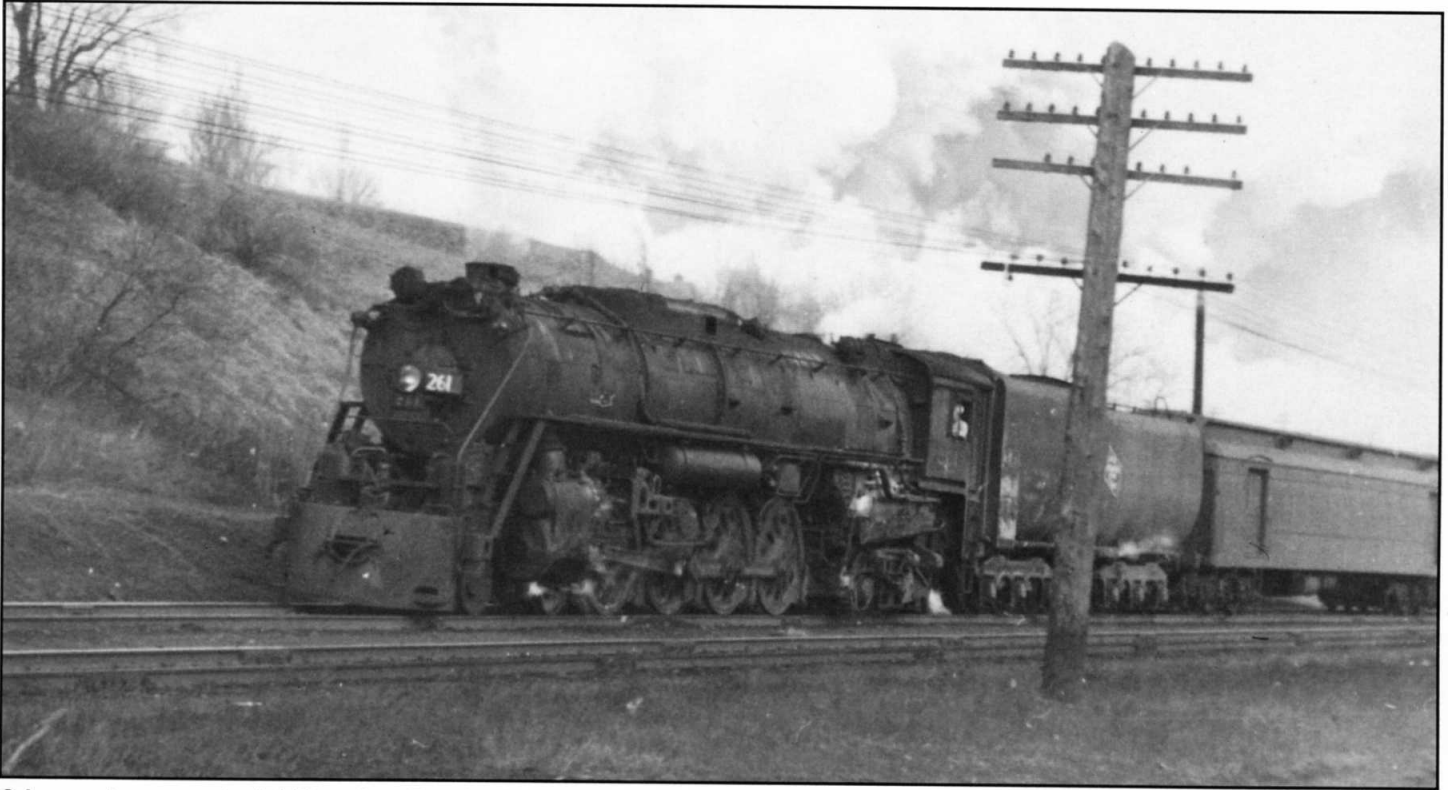
Glamorous is "Madam X" - a Tonka-Craft Lapstrake Skiff.

Dayton's Sports Show held at one of the big downtown theaters, features the Boat Works' display of Chris Crafts.



LOWELL WOOD'S PHOTOS

Longtime member Lowell Wood took railroad pictures as early as the 1940's, snapshots that seem all the more precious today. He spent a lot of time around Duluth as well as the Twin Cities. Our thanks to him for sharing his collection.



Grimy and unremarked, Milwaukee Road 4-8-4 #261 lugged a passenger train up the Short Line hill in St. Paul in March 1953. Who would have guessed that the engine would survive and run again in the 1990's?

Here is the Zephyr in full bloom, all stainless steel, streamlining and speed, along the GN four track main in St. Paul.





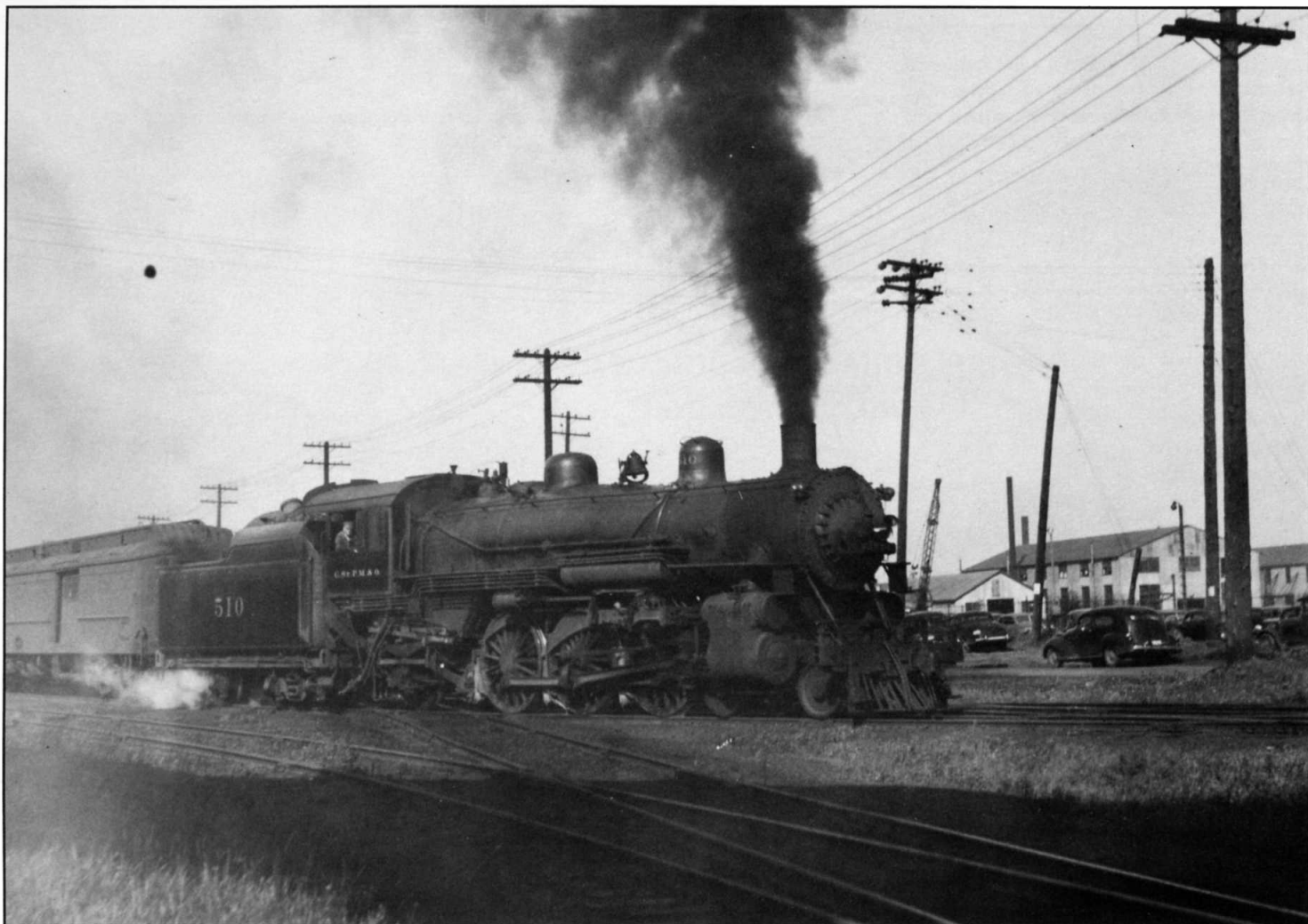
This rolling anachronism is the Omaha Road's daily mixed from Madelia to Fairmont in the fall of 1953. The elderly consolidation parts the weeds and the markers are hung on an antediluvian combine heated with a coal stove.

The Missabe Road wasn't all iron ore. This is Isabella on the lumber hauling Wales branch in 1972, before most of it was abandoned.

91 (65%) of Twin City Lines' PCC cars went to Mexico City. Car #2390 used to be TCRT #390. Some were heavily rebuilt as articulateds in the 1970's. All are now scrapped.







The Omaha Road in 1944 at Railroad Street along the Duluth waterfront.

The Hiawatha at Newport in 1952.





The Soo Line train to Minneapolis passes under the DM&IR ore docks.



Missabe locomotives were festivals of plumbing. Witness this 2-10-2 mauler at Missabe Junction in 1944.

Three photos from
Wood's collection by
Frank A. King.

Right: Looking down
the long barrel
of a Yellowstone
at Hibbing.



Left: #223 and its crew
at Hibbing

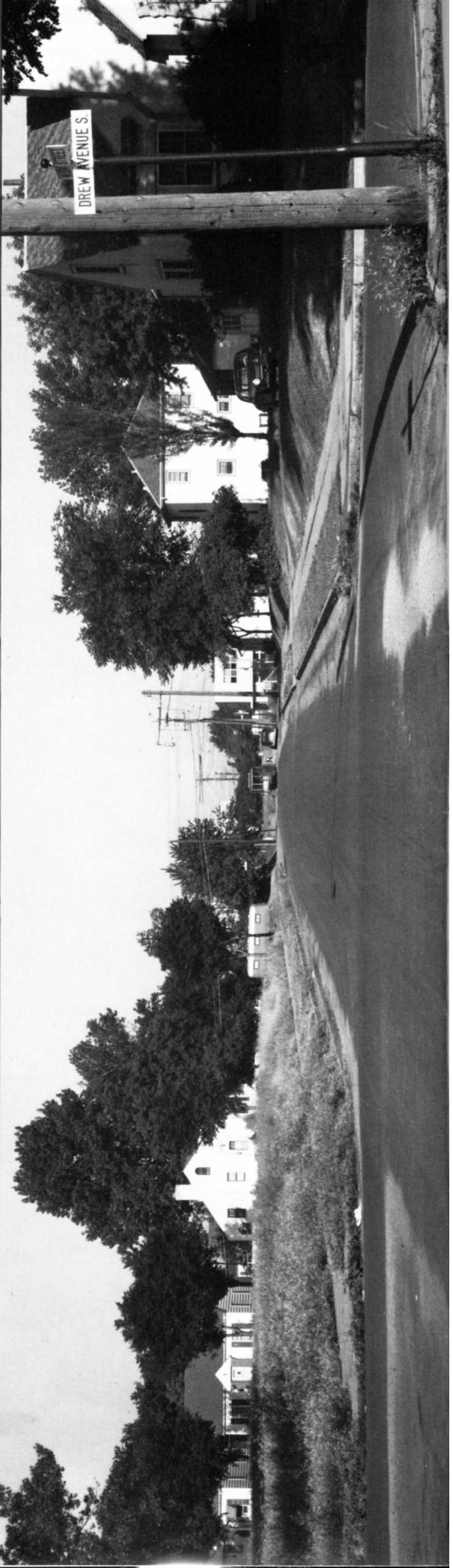
Right: In 1947 Duluth,
Winnipeg & Pacific
2-8-0 #2952 drags
a transfer freight
backwards up the
distinctive curved
trestle toward the
West Duluth depot
and yard.





In June 1959 Lowell got to ride in a caboose behind DM&IR Yellowstone #235. At Coleraine the big engine received coal and water. Near Marble they crossed over the short electric line owned by Cleveland-Cliffs Mining.

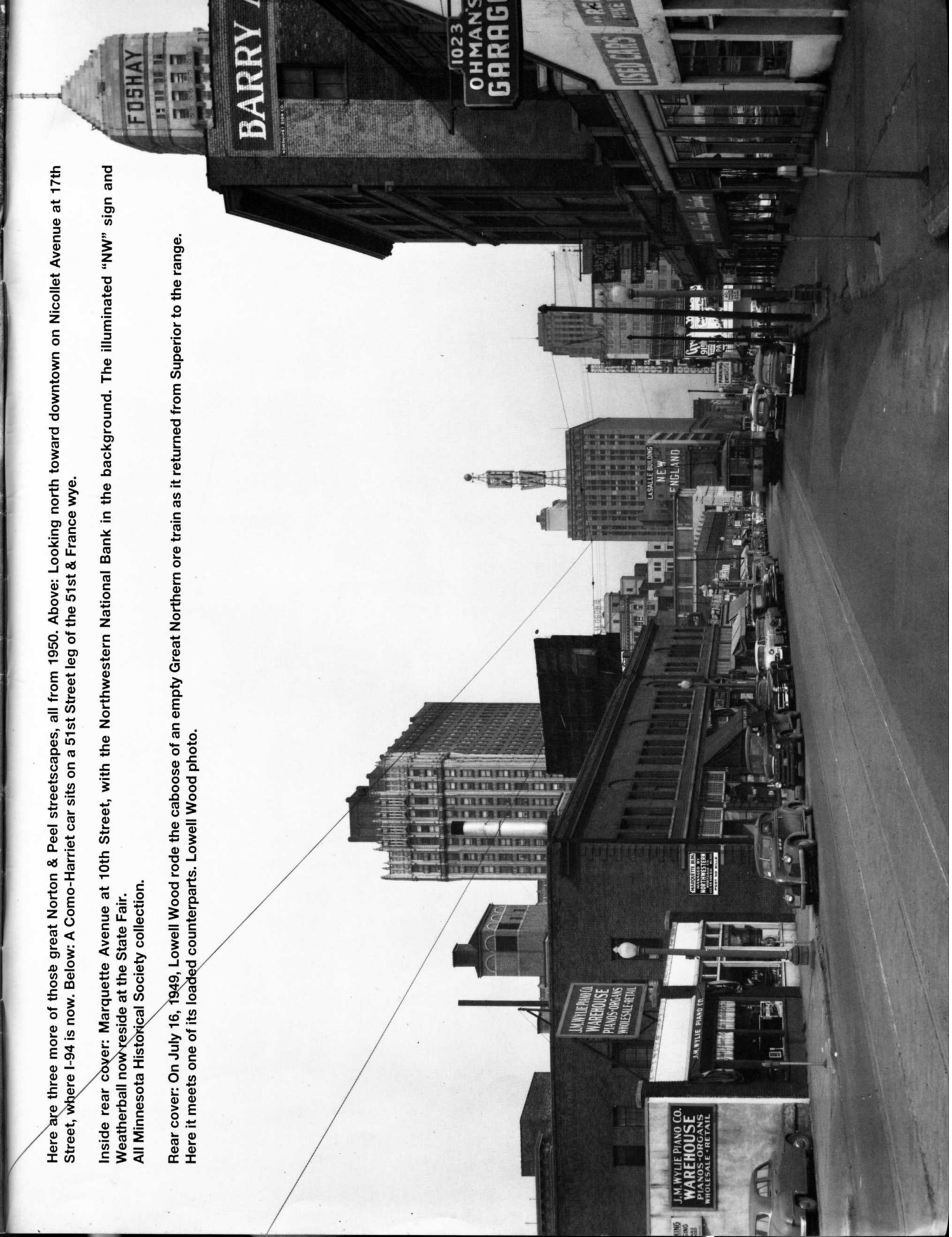




Here are three more of those great Norton & Peel streetscapes, all from 1950. Above: Looking north toward downtown on Nicollet Avenue at 17th Street, where I-94 is now. Below: A Como-Harriet car sits on a 51st Street leg of the 51st & France wye.

Inside rear cover: Marquette Avenue at 10th Street, with the Northwestern National Bank in the background. The illuminated "NW" sign and Weatherball now reside at the State Fair.
All Minnesota Historical Society collection.

Rear cover: On July 16, 1949, Lowell Wood rode the caboose of an empty Great Northern ore train as it returned from Superior to the range. Here it meets one of its loaded counterparts. Lowell Wood photo.







MINNESOTA STREETCAR MUSEUM

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